

Maryland Bikeways Program Info and FAQs

The Maryland Department of Transportation is pleased to announce a new funding opportunity for bicycle infrastructure. We invite you to consider applying for Bikeways Program funds. The funds are limited and therefore awarded to the most qualified projects. To learn more about eligible project types and program criteria, and to access a digital application, visit the following website:

www.cycle.maryland.gov. Applications for funds are now available online and are being accepted until **May 4, 2012**.

The state-funded program supports feasibility planning, design and construction of projects that create and improve bicycle connections in Maryland. Funded projects will facilitate bicycle travel to work, school, shopping and transit using **state and local roads, as well as shared-use paths**.

What types of projects can be funded?

The program is pretty broad, and can help fund almost any bike project for general public use. On-road facilities and off-road trails; Local and state roads (though most state road projects will be handled through bike retrofit, system preservation, etc.)

Is (blank) project eligible for Bikeways funding?

To be eligible for Bikeways funding, a project must be:

- Located substantially (80%) within the Priority Funding Area (PFA), and/or
- Located within ½ mile of a rail transit station, and/or
- Addressing a gap identified in the MDOT Trails Plan A Greener Way to Go, and/or
- Identified as a transportation priority in a County's most recent annual priority letter submitted to MDOT

We have created an online map showing these areas that can be accessed from the webpage with the application materials. If a project is not covered by any of these criteria, then it will not be considered for Bikeways funding.

Are local road projects eligible?

Yes, as long as the project falls within an eligible area listed above.

What types of projects are likely to receive funding?

This is a new program, so we don't know how competitive it is likely to be this year. Projects that have the greatest potential to improve bicycling as a transportation option will be rated the highest. So, for example, projects that provide access to transit and connections to employers, schools and other destinations will be favored. In addition, projects that are included in the MDOT Trails Plan will be rated highly.

Who can apply?

Local governments, state agencies, MPOs, RPOs, transit entities, and federal public lands agencies. Private and non-profit organizations can not apply directly, but they can partner with an eligible applicant.

What is the required match?

The required matching fund level varies from 0 to 80% depending on the location and type of a particular project.

The first step is to determine if a project falls within a bikeways priority area. We have created an online map showing the priority areas. They include:

- Rail transit station areas (within ½ mile)
- Planned missing links in MDOT Trails Plan
- Sustainable Community Areas (designated by DHCD)
- Maryland Main Streets
- Central business districts (not an official designation, but evidenced by land uses) and major institutions (e.g. universities, major hospitals)
- Census tract(s) at or below 60% of Area Median Income

The next step is to look at the type of project. Match rates are as follows:

	In Bikeways Priority Area	Outside Bikeways Priority Areas
Minor Retrofit (up to \$100,000 for signing, pavement markings, etc)	0%	50%
Feasibility Assessment/Planning	20%	50%
Design	20%	50%
Construction	70%	80%

There are not hard and fast rules about soft match, cash match, what can count toward match, etc. Projects with stronger cash match will be more competitive for funding.

Is this federal money?

No, it's 100% state money. So it can be used toward an Enhancements grant match.

Program Contact:

Kate Sylvester, Office of Planning and Capital Programming, Maryland Department of Transportation

410-865-1304 ksylvester@mdot.state.md.us